

United States Department of the Interior  
National Park Service

# National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

### 1. Name of Property

historic name East Ravenswood Historic District

other names/site number \_\_\_\_\_

### 2. Location

street & number Roughly bounded by Lawrence, Clark, Irving Park  not for publication

city, town Chicago and Ravenswood  vicinity

state Illinois code IL county Cook code 031 zip code 60613

### 3. Classification

Ownership of Property

- private
- public-local
- public-State
- public-Federal

Category of Property

- building(s)
- district
- site
- structure
- object

Number of Resources within Property

Contributing	Noncontributing
<u>1538</u>	<u>136</u>
_____	_____
_____	_____
<u>1538</u>	<u>136</u>

Number of contributing resources previously listed in the National Register 1

Name of related multiple property listing:  
N/A

### 4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this  nomination  request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property  meets  does not meet the National Register criteria.  See continuation sheet.

Signature of certifying official William L. Wheeler, SHPO Date 3-28-91  
ILLINOIS HISTORIC PRESERVATION AGENCY  
State or Federal agency and bureau

In my opinion, the property  meets  does not meet the National Register criteria.  See continuation sheet.

Signature of commenting or other official \_\_\_\_\_ Date \_\_\_\_\_  
State or Federal agency and bureau \_\_\_\_\_

### 5. National Park Service Certification

I, hereby, certify that this property is:

- entered in the National Register. \_\_\_\_\_  
 See continuation sheet.
- determined eligible for the National Register.  See continuation sheet. \_\_\_\_\_
- determined not eligible for the National Register. \_\_\_\_\_
- removed from the National Register. \_\_\_\_\_
- other, (explain): \_\_\_\_\_

Signature of the Keeper \_\_\_\_\_ Date of Action \_\_\_\_\_

**6. Function or Use**

Historic Functions (enter categories from instructions)

Domestic/single dwelling  
Domestic/multiple dwelling  
Industry/manufacturing facility  
Commerce/specialty store

Current Functions (enter categories from instructions)

Domestic/single dwelling  
Domestic/multiple dwelling  
Industry/manufacturing facility  
Commerce/specialty store

**7. Description**

Architectural Classification

(enter categories from instructions)

Queen Anne  
Neo-classical Revival  
Bungalow/Craftsman

Materials (enter categories from instructions)

foundation Limestone  
walls Brick  
Weatherboard  
roof Asphalt  
other Stone  
Terra cotta

Describe present and historic physical appearance.

See continuation sheets

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East Ravenswood Historic District

SUMMARY

The East Ravenswood Historic District occupies a site six miles north of the Chicago Loop and about a mile west of Lake Michigan. The north side of Chicago is geologically an old lake bottom, which explains its extreme flatness. Two sandy spits rise slightly from this surface - Rosehill spit and Graceland spit, both names of two historic cemeteries that chose the sandy, relatively high terrain for burial grounds. Just west of Graceland spit the land grew into evergreen forests, which made it perfect for suburban development. Further east and south, the flat, treeless land lent itself to the rapidly burgeoning growth of the metropolis. The site upon which Ravenswood grew was called Cedar Lawn because of the evergreen woods. The district is primarily residential in nature, with corridors of commerce and industry along major transportation routes. Institutions such as schools and churches are interspersed. Buildings of two and three stories, many on raised basements, predominate. The buildings generally date from 1880 to 1929, and are divided between frame and masonry. The single family homes tend to be frame, while the multi-family buildings, most of which are later, are of brick. The architectural styles are extremely diverse, reflecting the type of building, socio-economic factors, development pressures and prevailing architectural tastes. There are many fine examples of stylistic transitions from farm house vernacular, picturesque, classical revival and eclectic, to modern design such as Prairie School. Residential building types range from cottages and two flats to large sprawling homes and large apartment buildings. The relationship of buildings to their sites and lot lines varies considerably, but setbacks tend to be fairly uniform for a given area, ranging from 15 to 25 feet.

BOUNDARIES

Identifying the boundaries of the East Ravenswood Historic District began with an analysis of the historic boundaries as defined by the early subdivisions, and the continuing community perceived boundaries, which were a result of community identification and development as recorded in newspapers. Secondly, an analysis of the significance and historic themes of the neighborhood provided a base from which to compare and contrast the visual study of the building stock to determine what remains today that manifests the community's history. Thirdly, an overall review of the integrity,

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condition and visual cohesion of the remaining cultural resources determined the final boundaries.

The original Ravenswood subdivision of 1868 consisted of 194 acres bounded roughly by present day Lawrence on the north, Montrose on the south, Clark on the east and Damen on the west. Subsequent additions to the subdivision through 1890, which brought it to 360 acres, extended the boundaries to Berteau on the south and Leavitt on the west, while retaining the Lawrence and Clark boundaries. Newspaper accounts were reviewed for later reports of Ravenswood boundaries. There were several reports of Ravenswood's retail area on Irving Park and in 1929 the boundaries were reported as Winnemac on the north, Irving Park on the south, Clark on the east and Lincoln on the west. Clearly, the perceived neighborhood of Ravenswood had expanded. In 1958 it was reported as Lawrence, Irving Park, Clark and Ravenswood. By 1979, the North Side Real Estate Board's Ravenswood Community Guide gave the boundaries as Bryn Mawr, Irving Park, Clark and the Chicago River. The eastern portion of the area currently and popularly known as Ravenswood comprises most of the original Ravenswood development. A portion of it to the west of Ravenswood Avenue has lost integrity due mostly to the infringement of Ravenswood Hospital. For this reason, the district is most clearly identified as East Ravenswood.

From the historic background as discussed in Section 8, related areas of the district were identified. Main transportation corridors are Clark Street, an early historic road that is primarily commercial from Lawrence south to Montrose and borders Graceland Cemetery from Montrose south to Irving Park; Irving Park, which is also commercial historically and has served as a retail area to Ravenswood; Lincoln Avenue, of mixed commercial nature; and Lawrence, a commercial street that begins to tie in to the Uptown community. Within these boundaries, Montrose, also primarily a business street, bisects the north and south areas of the district. The Chicago and Northwest Railroad tracks, parallel to Ravenswood Avenue, provide both the most historically important transportation corridor and the industrial area linked to it. Dispersed around the transportation corridors, light industry and business centers are the residential areas, with both early 50 x 156 lots and subsequent subdivisions of those lots into 25' segments. In the residential areas are the early elegant single family homes and cottages, and the two-flats and multi-family dwellings dating from the turn-of-the-century. While very few pubs and bars are to be found in Ravenswood, there is, on practically every block, a school or church signifying the importance of these institutions to the community.

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The historical and visual review of the total area indicates a solid boundary on Clark Street on the east, where it abuts the Sheridan Park Historic District between Lawrence and Montrose, and the Graceland Cemetery from Montrose south to Irving Park. On the south, Irving Park is also a historical and visual boundary of businesses bordering the residential streets to the north. On the north border, Lawrence seems a natural boundary since north of it, visual cohesion is lost as new development has encroached and building lots and setbacks are different.

West of the industrial corridor of Ravenswood Avenue, there is no clear line of demarcation. While visual inspection reveals a high degree of integrity in buildings to the east of Ravenswood, the areas to the west are spotty, and have been subject to post World War II development. For this reason, East Ravenswood was chosen as the western boundary. Since the industrial corridor was considered a crucial historic theme, the most intact portion - East Ravenswood from Montrose south to Irving Park - was included in the district. From Montrose north, the industrial corridor has lost sufficient integrity, so the boundary proceeds behind those buildings. In all areas, visual cohesion and integrity were reviewed while keeping in mind the representation of extant buildings of all economic levels that are good examples of their type and historic link.

STREETSCAPES, MATERIALS & SCALE

The North-South streets of Ravenswood are a continuation of the existing Chicago grid, as they proceed north from Lakeview. Clark Street departs from this grid, as it is a prehistoric trail following the sandy ridge of Graceland spit slightly to the northwest. Many of the east-west streets carry the names, or did originally, of the owners of the Ravenswood Land Company. For instance, Wilson Avenue was named for John M. Wilson, President of the company and Leland Avenue for Cyrus Leland.

There are three street widths in the district, the most common being 75'. The two wider streets are Irving Park as a major east-west thoroughfare, and Ashland as north-south, which are 100' wide. To the east of Ashland, however, are found narrower east-west streets, including Irving Park which narrows to 60'. All of the

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shorter east-west streets are 60' east of Ashland and south of Montrose, which reflects a later addition to the original plat. The original lot sizes, on 75' streets were 50' x 156' with setbacks of about 35'. As the subdivision grew, many lots were divided into 25' widths, and a 25' setback became the norm. This setback still holds for much of the district, and is fairly uniform along Paulina and Hermitage. Ashland, due to the widening of the street, now has setbacks of only about 10'. Changes in the zoning ordinance in 1923 allowed for closer proximity of residential buildings so the setbacks of later apartment buildings in the district are almost nothing. Along Ravenswood Avenue, industries had to observe zoning restrictions to preserve the scale of the community by setting back buildings, but these setbacks have disappeared as Ravenswood Avenue was widened and the railroad tracks raised in about 1910.

The scale of the district is very homogenous, as there are virtually no high rise buildings, and only a few over three stories on a raised basement. These include a few four story apartment buildings and the Deagan building on Ravenswood Avenue with five stories on a raised basement, plus a tower. Commercial buildings tend to be one or two floors, or retail ground floor with two floors of apartments above. Single family homes set the scale for building size in the district since the 1880's, with institutional buildings such as churches and schools being somewhat larger, but still fitting in. Imposing church towers have always been a welcome sight in the community. The similar building sizes have tended to lend a harmonious nature to the district despite stylistic and building type diversity.

The materials found in the district are typical of their time period and location. The larger single family homes and the cottages are of frame construction, often with turned or otherwise decorative woodwork - 2, 4 or 6 flats and larger apartment buildings, are built mostly of brick, with some stone. Since many of these were built from 1910 through the 1920's, there are many types of decorative and variegated brick represented. The older areas of the city of Chicago tended to be built with the standard red brick from the brick yards along the Chicago River. As those quarries were depleted round the turn of the century, brick making became popular, along with gold, orange and mottled colors, with many different textures. Examples of all of these can be found in Ravenswood. Foundations are generally stone, in different types

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of limestone. Limestone was also used prolifically for contrasting trim lintels, sills and belt courses, as well as more decorative trim. With the proximity of Northwest Terra Cotta Company along the river on the north side of Chicago, terra cotta became quite popular for embellishment, often hard to distinguish from stone. It was, at the time, less expensive to manufacture and could be used to create wildly fantastic designs.

BUILDING STOCK

The district is laid out primarily as a rectangle with the long side on the north-south axis, with four major streets - Greenview, Ashland, Paulina and Hermitage. They form long blocks bisected by alleys, so that most buildings face outward onto these streets. The East-West commercial streets offer some exception to this - Irving Park, Montrose and Lawrence. These streets emphasize the sides of buildings and between block buildings that face north and south. Southeast of Montrose and Greenview where Clark Street flares off to the southeast, long east-west residential blocks are formed, perpendicular to the north-south blocks west of Greenview. These blocks represent some of the most homogenous areas of the district, comprised of single family homes and small multi-family buildings only, with often most of a particular street having been built within a decade.

The various types of residential structures are dispersed throughout the district fairly evenly. While there are more single family homes than any other type, about 30% of the residential buildings are two, four and six flats, obviously built for speculation during the time following the introduction of the elevated train into Ravenswood when it was growing rapidly. These small multi-family buildings were built from 1905-1920, of stone or brick. Many two flats were built from 1907-1910 in pairs. They are mirror images of each other, each with a bay. The four and six flats are the same type of building, only joined together. They all tend to have refined classical revival entrances and detailing. After 1910, bay windows become sun porches, the smooth stone or brick becomes variegated, and the building forms become simpler and squared off, losing extra bays and irregular shapes.

The homogenous scale of the district was helped by the zoning code of 1923, which required fireproof construction for buildings of

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four or more stories. So most buildings, even the larger apartment buildings, continued to build with three stories on a raised basement. The buildings after this time, however, take on a different character. These were the corridor apartment buildings, apartment hotels and courtyard apartment buildings that took on the new eclecticism of design. Aided by fantastical designs and glazes of terra cotta, many of these structures became displays of Middle Eastern, Spanish, Art Deco, Baroque and Gothic ornament. There are nineteen courtyard apartment buildings in the district, all but a few built in the 1920's, and all of them on the north-south streets. There are about the same number of corridor apartment buildings, which tend to feature the most ornate decoration.

In 1925 Sears Roebuck and Company located on Lawrence Avenue, among scattered commercial establishments and served to anchor the street for commercial use. It provided an impetus for further business development and remodeling along Irving Park, Clark and Montrose. These commercial buildings from the 1920's are mostly mixed use, with retail on the first floors and residential above, or one story buildings. They feature, like other design of the 20's, textured brick, deco ornament and often terra cotta embellishment.

CONDITION, INTEGRITY AND INTRUSIONS

In 1900, a pamphlet titled "The Beautiful Country Near Chicago" published by the Chicago and Northwestern Railroad described Ravenswood thus:

"Ravenswood is a very desirable residence section, now within the northern limits of Chicago. The improvements include all that are possessed by a modern city. The streets are broad and beautifully shaded, and the pretty residences are surrounded by spacious lawns, flowers and shrubbery. The splendid schools are the outgrowth of early and complete planning. There are many churches and numerous societies and clubs. In the business district stores of every variety afford convenient marketing.



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An elevated track system, reducing the running time of all Chicago and Northwestern trains gives to Ravenswood unsurpassed service, the six-mile distance being quickly annihilated."

The institutional buildings in the district are historically on corners, and remain so today. The architecture of these churches and schools varies with the construction dates, and while the schools are exclusively brick, the churches range from frame and stucco to brick and stone. Most of the churches have attached rectories which even when built at a later time, blend in sympathetically to the style and period of the church. Additions to the schools are in keeping with scale, materials and design also.

The district's industrial buildings are all located on Ravenswood, along the east side of the railroad tracks from Montrose south to Irving Park Road. They are all brick, built in the early twentieth century. Stylistically, they are simple but display the excellent brick work of Chicago's north side masons. They are also embellished with stone and terra cotta, similar designs to those on commercial and apartment buildings of the time.

This description still suits Ravenswood to a large degree today. The setting is still very much the same, even though about one-third of the single family homes were replaced with multi-family buildings between 1900 and 1930. The scale of the buildings has been retained however, though more were built of masonry in this period, replacing frame homes.

As early as 1958, Ravenswood was designated as a conservation area by the city, which made landowners eligible for federal loans for rehabilitation and renovation of properties and new construction. It was a move by the community to prevent deterioration like that of other north side communities. Fortunately, no demolition was undertaken by this program, although many of the renovation projects were not of a historic quality. The siding on many of the frame houses was added during this time. Also, porches were repaired and often altered, and in some cases windows were changed. Occasionally, enlargements were made. There were more of these changes made to the frame single family homes than to multi-family structures and larger apartment buildings.

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The general condition of the buildings in the district is very good. While some building trim and a few cornices have been lost, there are few buildings in a state of deterioration. Many could use repointing of masonry or repainting, however. Due to the continued stability of the neighborhood, there are almost no vacancies. Ravenswood never experienced the chaotic changes and deterioration of other areas along the lake - it has remained essentially a stable middle class neighborhood. A reporter writing in November of 1986 said that "Ravenswood is a neighborhood that has preserved its past while building a future." That future is including a lot of present day rehabilitation, most of which involves removal of synthetic siding and replacement of historic materials and trim, thereby returning greater integrity to the district.

Community revitalization of Ravenswood has also led to recent new infill construction. Fortunately, this construction has been in the form of town homes, mostly frame construction, that fit into the scale and setting of the district. In a few instances, such as 4611 and 4615 North Hermitage, these homes are stylistically difficult to discern from their "original" neighbors. There are no intrusive buildings in the district that compromise the size, scale, materials or setting of Ravenswood. The apartment buildings constructed between 1960 - 1975 are fairly evenly distributed throughout the district, while not stylistically in keeping, are not high rises and are confined to about 12 units as the largest.

There is one large recent development of townhomes that, while the individual buildings are sympathetic, is intrusive in its entirety. This development was built on vacant land on the east side of Wilson Avenue between Hermitage and Paulina, and takes up about half a block. It consists of 18 separate 3 story townhomes, built of frame construction with "Prairie" style trim. Buried in the middle of the district, these and other newer buildings do not compromise the level of integrity that exists for this highly distinct and historic neighborhood as a whole.

Judgements of integrity were made based on visual inspection, with assistance from the 1983-84 survey by the Commission on Chicago Landmarks. Contributing resources are significant to the district because they possess historic integrity and reflect the character of the district during its period of significance. Non-contributing resources either lack the architectural integrity

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necessary to convey the ambiance of the period of significance, or were constructed after the period of significance of the district.

There are 1726 buildings within the district, including 650 garages. Of the total 1726 buildings, there are 136 non-contributing buildings including 37 garages. The total number of contributing buildings is 1590 with a total of 977 contributing non-garage buildings.

Sixty-one percent of the non-contributing buildings were built after 1940. Others have lost their integrity through the addition of synthetic siding that has changed the character of the building, through structural and window changes and/or obtrusive additions. Some of the non-contributing buildings could potentially be contributing by the removal of inappropriate siding and the return of characteristic details.

In the following section, all buildings in the district are listed by address. The date given is for the main building at the address, with the garages listed by number only. The main building is always counted in the contributing or non-contributing list, which shows that total number of contributing and non-contributing buildings for each address.

One property, 4532-58 North Clark Street, is currently listed in the National Register of Historic Places as a contributing building in the Sheridan Park Historic District.

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BUILDING LIST

<u>STREET</u>	<u>ADDRESS</u>	<u>DATE</u>	<u>GARAGE</u>	<u>CONTRIBUTING</u>	<u>NON-CONTRIBUTING</u>
ASHLAND	4001-43	1915		1	
	4010-12	1927		1	
	4014	1908	1	2	
	4016	1908	1	2	
	4020-22	1914	1	2	
	4024-26	1926		1	
	4030	1902	1	2	
	4032	1902	1	2	
	4034-40	1925		1	
	4046	Ca 1965			1
	4047-59	1908/1938		1	
	4107-11	1921	1	2	
	4106	Ca 1890	1	2	
	4110-12	1912	1	2	
	4113	1910	1	2	
	4118-20	1920	1	2	
	4119	1908		1	
	4122	1915	1	2	
	4123	1895	1	2	
	4124	1897	1	2	
	4125-27	Ca 1890	2	2	1
	4128	1898	1	2	
	4133		1		2
	4130-36	1911	2	3	
	4137-39	1922	1	1	1
	4141	1925	1	2	
	4142		1	1	1
	4143	Ca 1900	1	2	
	4144-48	1902	2	3	
	4145-49	1906	2	3	
	4151	1915	1	2	
	4152	1903	1	2	
	4157	1908		1	
	4159	1908	1	2	
	4200-06	1927		1	
	4201-07	Ca 1915		1	
	4209	1923	1	2	

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ASHLAND (cont.)	DATE	GARAGE	CONTRIBUTING	NON-CONTRIBUTING
	Ca 1905	1	2	
4212	1906	1	2	
4213	1905	1	2	
4214	1905	1	2	
4216	1906	1	2	
4217	1903	1	2	
4219	1929		1	
4220-22	1915	1	2	
4223	Ca 1965			1
4224	1906	1	2	
4227	1915	1	2	
4229	1916	1	2	
4230	1915	1	2	
4232	Ca 1965			1
4233	1907	1	2	
4236	1915	1	2	
4237	Ca 1905	1	2	
4240	1915	1	2	
4239	1899		1	
4242	Ca 1900	1	1	1
4244	Ca 1915	1	2	
4245		1		2
4246	1916		1	
4247-59	1924		1	
4300-04	1925	1	2	
4309	1923		1	
4308-12	Ca 1905	1	2	
4311	1907	1	2	
4313	1905	1	2	
4314	1905	1	2	
4316	Ca 1910	1	2	
4317	1909	1	2	
4319	1909	1	2	
4321	1896		1	
4322		1	2	
4324			1	
4327		1		2
4326	1916	1	2	
4329	1915	1	2	
4331-33	1909	1	2	
4332				

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ASHLAND (cont.)	DATE	GARAGE	CONTRIBUTING	NON-CONTRIBUTING
4334-42	1896	4	5	
4335	1894	1	2	
4339	Ca 1900	1	2	
4341	Ca 1915	1	2	
4343	Ca 1915	1	2	
4346	1895	1	2	
4348-52	Ca 1920		1	
4349-57	Ca 1920		1	
4400-12	1917		1	
4405	Ca 1905	1	2	
4409	Ca 1905	1	2	
4411	1903	1	2	
4415	1903	1	2	
4417	1925	1	2	
4420-22	1921	1	2	
4423	Ca 1970			1
4425-27	1925		1	
4428-38	1924		1	
4437	Ca 1900	1	1	1
4440-48	1925		1	
4443	1897	1	2	
4447	Ca 1900	1	2	
4450-52	1914	1	2	
4451-57	1913	1	2	
4500-06	1927		1	
4501-03	1901		1	
4509	Ca 1900		1	
4510-18	1924		1	
4513	Ca 1900	1	2	
4515-17	1909	1	2	
4519-21	1909	1	2	
4522	1901		1	
4526	1900	1	2	
4525-27	1897	1	2	
4531-33	1923		1	
4532	1895	1	2	
4534	Ca 1895	1	2	
4535	1899	1	2	
4537	1899	1	2	
4538	Ca 1895		1	

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	<u>DATE</u>	<u>GARAGE</u>	<u>CONTRIBUTING</u>	<u>NON-CONTRIBUTING</u>
ASHLAND (cont.)				
4541	1906		1	
4542			1	
4543	1906	1	2	
4544-50	Ca 1920		1	
4547	1906	1	2	
4551	1902		1	
4600-06	1924		1	
4601-13			1	
4610		1		2
4615-27	1927		1	
4616	1961			1
4622	1895	2	3	
4624-26	1922	1	2	
4631-33				
4630-32	1925		1	
4641-43	1905		1	
4700-06	Ca 1970			1
4710	Ca 1900	1	2	
4714	1907	1	2	
4716	1907		1	
4720	Ca 1900	1	2	
4724	Ca 1900	1	2	
4728	Ca 1900	1	2	
4732	Ca 1890	1		2
4734	Ca 1920	1	2	
4738	1904	1	2	
4740	1903	1	2	
4742	1903	1	2	
4746	1903	1	2	
4748	1903	1	2	
4752	1903	1	2	
4754	1903	1	2	
4758	Ca 1903		1	
BELLE PLAINE				
1400-02	1898		1	
1407-09	1910	1	2	
1408	1907	1	2	
1410	1910	1	2	

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BELLE PLAINE (cont.)	DATE	GARAGE	CONTRIBUTING	NON-CONTRIBUTING
1411	1909	1	2	
1412	1910	1	2	
1413	1909	1	2	
1415-17	Ca 1912		1	
1414-18	1900	1	2	
1419	1899	1	2	
1420-22	1898	1	2	
1423	1898	1	2	
1426	1922		1	
1427	1895	1	2	
1430	1923		1	
1433	Ca 1895	2	3	
1434	1905	1	2	
1437-39	1962			1
1438	1925		2	
1442	1895	1	2	
1443-45	1903	2	3	
1446	1894	1	2	
1447-49	1919	1	2	
1450	Ca 1910	1	2	
1451-53	Ca 1900	1	2	
1452			1	
1454	1908	1	2	
1455	1900	1	2	
1457	1900	1	2	
1458	1922	1	2	
1459-61	Ca 1915	1	2	
1460	1893	1	2	
1468	Ca 1895		1	
1472	Ca 1895		1	
1476	Ca 1895		1	
1518-26	1929		1	
1600-08	1902	1	2	
1601	1901		1	
1603	1901		1	
1607	1901		1	
1609	1901		1	
1613	1901		1	
1615	1901		1	
1618-20	Ca 1912		1	



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		<u>DATE</u>	<u>GARAGE</u>	<u>CONTRIBUTING</u>	<u>NON-CONTRIBUTING</u>
BELLE PLAINE (cont.)					
	1619-25	Ca 1980			1
	1627-35	Ca 1980			1
	1700-10	1954	1		2
	1711-13	Ca 1924		1	
	1715	Ca 1890	1	2	
	1718-24	Ca 1960			1
	1725	1906	1	2	
	1746-56			1	
	1755-57	Ca 1909		1	
BERTEAU	1404-06	1915		1	
	1409	1896		1	
	1410	1912		1	
	1411	1896	1	2	
	1412	1920	1	2	
	1413	1896	1	2	
	1415	1898	1	2	
	1416	1902	1	2	
	1417	1906	1	2	
	1419	1920	1	2	
	1420	1916	1	2	
	1422	1911	1	2	
	1423-25	1895	1	2	
	1424	Ca 1905	1	2	
	1427	1896	1	2	
	1428	1908		1	
	1431	1896	1	2	
	1432	1906	1	2	
	1433				1
	1436	1897	1	2	
	1437	Ca 1915	1	2	
	1438	1910		1	
	1441	Ca 1920		1	
	1442	Ca 1900		1	
	1443	Ca 1908		1	
	1445	Ca 1908	1	2	
	1446	1920	1	2	
	1447	Ca 1910	1	2	
	1449	Ca 1910		1	

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	<u>DATE</u>	<u>GARAGE</u>	<u>CONTRIBUTING</u>	<u>NON-CONTRIBUTING</u>
BERTEAU (cont.)				
1453	Ca 1910	1	2	
1454	1898	1	2	
1452	Ca 1910	1	2	
1456-58	1923	1	2	
1457	Ca 1905	1	2	
1459	Ca 1905	1	2	
1515			1	
1516-28	Ca 1920	1	2	
1519	Ca 1910	1	2	
1601-15	1908		1	
1604-06	1920		1	
1612	1905		1	
1614	1905		1	
1621	Ca 1900		1	
1620-34	Ca 1965			1
1718-30	1949			1
1721	1894	1	2	
1725	1895		1	
1729	1895		1	
1751-59	Ca 1920		1	
1750-56	Ca 1920	1	2	
1762-74	1910		1	
CLARK				
4142			1	
4144			1	
4146-54			1	
4200-08	1915		1	
4220-26	1937		1	
4300-08	1926		1	
4338-40	Ca 1925		1	
4400-04	1905		1	
4410-12	1913			1
4414	1914	1	2	
4416	1921		1	
4418-20	Ca 1922		1	
4424-28	Ca 1925		1	
4430-38	Ca 1928		1	
4440-48	Ca 1930		1	
4500-06	1922		1	

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CLARK (cont.)	DATE	GARAGE	CONTRIBUTING	NON-CONTRIBUTING
4512-30				1
4532-58	1922		1	
CULLOM	1423-25			1
	1424-26	Ca		1
	1429		1	2
	1432		1	2
	1434		1	2
	1435		1	2
	1437			1
	1438		1	2
	1440			1
	1441		1	2
	1442		1	2
	1444		1	2
	1445			1
	1448			1
	1449		1	2
	1450			1
	1452		1	2
	1453	Ca	1	2
	1455	Ca	1	2
	1456		1	2
	1459		1	2
	1460		1	2
	1461		1	2
	1462	Ca	1	2
	1464		1	2
	1465	Ca	1	1
	1468	Ca	1	2
	1500-10			1
	1501-15			
	1518	Ca	1	2
	1511-25	Ca	1	2
	1522	Ca	1	1
	1526	Ca	1	1
	1528-32			1
	1601			1
	1602-10	Ca	1	1

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	<u>DATE</u>	<u>GARAGE</u>	<u>CONTRIBUTING</u>	<u>NON-CONTRIBUTING</u>
CULLOM (cont.)				
1605	1897		1	
1609	1897		1	
1611	1897	1	2	
1614-16	1894		1	
1615	1897	1	2	
1620-30	Ca 1920		1	
1635				1
1751	Ca 1890		1	
1758	1914/49	1	2	
1762	1906		1	
1763	1895		1	
1764			1	
1765	1897		1	
1767	1895		1	
1771				1
1773	1897		1	
1775	1897		1	
1770-76	Ca 1920		1	
CUYLER				
1402-02	Ca 1925		1	
1401-03	1911		1	
1408	1895		1	
1409	1895		1	
1412	Ca 1955			1
1413	1901		1	
1415-17	1915		2	
1416	Ca 1928		1	
1420	1903		1	
1421	1918		1	
1423	1921		1	
1424	1924	1	2	
1425-27	1926	1	2	
1428	1924	1	2	
1430	Ca 1915		1	
1431-33	1897	1	2	
1434-36	1899	1	2	
1435	Ca. 1900		1	
1437	Ca 1900		1	
1440	1897	1	2	

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	<u>DATE</u>	<u>GARAGE</u>	<u>CONTRIBUTING</u>	<u>NON-CONTRIBUTING</u>
CUYLER (cont.)				
1441-43	1908	1	2	
1442	1897		1	
1444	Ca 1920		1	
1445	Ca 1910	1	2	
1446	Ca 1920	1	2	
1447	1894		1	
1451	Ca 1920	1	2	
1452	1921	1	2	
1454	1897	1	2	
1455-57	1901	1	2	
1456	1897		1	
1458	1909		1	
1460	1909		1	
1461	Ca 1955			1
1463	1893	1	2	
1467-69	1897		1	
1470	Ca 1920		1	
GREENVIEW				
4000-56	1906		1	
4001-03	1901		1	
4007	1900	1	2	
4009	Ca 1900		1	
4013	1894	1	2	
4019	1897	1	2	
4023-25	1897		1	
4035-37	1921		1	
4039	1897	1	2	
4043	1924	1	2	
4045	1918	1	2	
4049-53	1924	2	3	
4055-59	1895	1	2	
4100-06	1945			1
4107-09		1	2	
4108	1897		1	
4112	1897	1	2	
4113-15	1925	1	2	
4116	1911	1	2	
4117		1	2	
4122		1	2	

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GREENVIEW (cont.)	<u>DATE</u>	<u>GARAGE</u>	<u>CONTRIBUTING</u>	<u>NON-CONTRIBUTING</u>
4125		2	3	
4126	1894	2	3	
4130-32	1899	1	2	
4135-37	1897		1	
4136	Ca 1900	1	2	
4141-43	1909	1	2	
4142	Ca 1900		1	
4144	1901	1	2	
4145-47	1914	1	2	
4148	1901	1	2	
4151-53	1895	1	2	
4152	1895	1	2	
4155	1895		1	
4158	1905	1	2	
4200	Ca 1895	1	2	
4201	1912	1	2	
4204	1895	1	2	
4207		1	2	
4210	1916	1	2	
4211		1	1	1
4216	1897	1	2	
4217		1	2	
4222		1	2	
4223	1925		1	
4226	1901	1	2	
4230	1913	1	2	
4232	1913	1	2	
4235		1	2	
4236	1911		1	
4237	Ca 1915	1	2	
4240	1911	1	2	
4243	1912	1	2	
4244	1911		1	
4245	1912	1	2	
4248	1940	1	2	
4249	Ca 1915	1	2	
4255	Ca 1950			1
4257-59	Ca 1950			1
4301	Ca 1970	1		2
4305	1901	1	2	

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	<u>DATE</u>	<u>GARAGE</u>	<u>CONTRIBUTING</u>	<u>NON-CONTRIBUTING</u>
GREENVIEW (cont.)				
4307	Ca 1900	1	2	
4308	1909	1	2	
4309	1901	1	2	
4310		1	2	
4311	1901	1	2	
4312	1902	1	2	
4315		1	2	
4316	Ca 1900	1	2	
4318	1902	1	2	
4319	1903	1	2	
4320	1901	1	2	
4321	1903	1	2	
4322	1901	1	2	
4325	1906	1	2	
4326	1901	1	2	
4328	1896	1	2	
4330	Ca 1900		1	
4333	1901	1	2	
4334		1	2	
4335	1902	1	2	
4338	1896	1	2	
4339	1902	1	2	
4340	1896		1	
4341	1902	1	2	
4343	1901	1	2	
4345	1901	1	2	
4346	1896	1	2	
4351-53	1925	1	2	
4400			1	
4404	1906		1	
4406	1906		1	
4410-12	1916	1	2	
4407-15	Ca 1925		1	
4416	Ca 1970			1
4417	1899	1	2	
4421	Ca 1989			1
4420-22	1915		1	
4423	Ca 1989			1
4424	Ca 1900	1	2	
4426	1897	1	2	

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	<u>DATE</u>	<u>GARAGE</u>	<u>CONTRIBUTING</u>	<u>NON-CONTRIBUTING</u>
GREENVIEW (cont.)				
4427	Ca 1989			1
4429	Ca 1989			1
4430	1898	1	2	
4431-33	1898	2	3	
4432	Ca 1900	1	2	
4434	1901	1	2	
4435-43	1925		1	
4438	Ca 1920		1	
4445	1897		1	
4447	1897	1	2	
4452		1	2	
4501-09	1924		1	
4510-12	1904	1	1	1
4511	1908	1	2	
4513	1906	1	1	1
4514-16	1910	1	1	1
4517	1903	1	2	
4518-22	1925		1	
4521	1901	1		2
4523	1897	1		2
4525-29	1924		1	
4526	1901	1	2	
4530	1898	1	2	
4531-33	1901	1	2	
4534-36	1906	1	2	
4532	1898	1	2	
4537	1903	1	2	
4541		1	1	1
4542	1899	1	2	
4543	1901	1	2	
4545	1896	1		2
4546	1899	1	2	
4547		1	2	
HERMITAGE				
4000-02	1904		1	
4004	1902		1	
4008	1902		1	
4010-12	1897	1	2	
4015	1896	1	2	



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HERMITAGE (cont.)	DATE	<u>GARAGE</u>	<u>CONTRIBUTING</u>	<u>NON-CONTRIBUTING</u>
4016-18	1897	1	2	
4019	1901	1	2	
4020	1899	1	2	
4021	1903	1	2	
4022	1899		1	
4025	1903	1	2	
4026	1924		1	
4028	1900		1	
4029	1903	1	2	
4031	1901	1	2	
4032	Ca 1905		1	
4035	Ca 1901	1	2	
4037	Ca 1900	1	2	
4040-48	1916		1	
4041	Ca 1900	1	2	
4043-45	1912	1	2	
4047	1913	1	2	
4050	1894		1	
4051		1	2	
4054-56	1901		1	
4055-57	1911		1	
4103	1901		1	
4104	Ca 1905		1	
4108	1909	1	2	
4109	1899	1	2	
4112	1895	1	2	
4113	1899	1	2	
4115		1	2	
4116	1895	1		2
4117	1897	1	2	
4120	1909	1	2	
4122	1896	1	2	
4121	1909	1	2	
4124	1896	1	2	
4125	1896	1	2	
4127	1899	1	2	
4128	1897	1	2	
4129	1897	1	2	
4132	1906	1	2	
4133	1907		1	

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	<u>DATE</u>	<u>GARAGE</u>	<u>CONTRIBUTING</u>	<u>NON-CONTRIBUTING</u>
HERMITAGE (cont.)				
4134	1906		1	
4135	1897	1	2	
4137	Ca 1900	1	2	
4140	Ca 1905	1	2	
4141	1902		1	
4144	1908	1	2	
4145	1902	1	2	
4147	1901	1	2	
4147	1901	1	2	
4150	1900	1	2	
4153-55	Ca 1920		1	
4154-56	1913		1	
4200-06	1910	1	2	
4208	1910	1	2	
4210	Ca 1910	1	2	
4214		1		2
4216	1923	1	2	
4217	Ca 1905	1	2	
4219	Ca 1905	1	2	
4220	1898	1	2	
4222	1898	1	2	
4223	1894	1	2	
4224	1896		1	
4225-27	1948	1		2
4228	Ca 1900	1	2	
4233-39	1929		1	
4236	Ca 1900		1	
4241-47	1923		1	
4242	Ca 1890	1	2	
4250	1898		1	
4252	Ca 1900	1	2	
4253	1901		1	
4257	Ca 1900	1	2	
4300-10		1	2	
4303	1900		1	
4307	Ca 1885	1	2	
4311	1900	1	2	
4313	1900	1	2	
4317	Ca 1900	1	2	
4321-23	1894	1	2	

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HERMITAGE (cont.)	DATE	GARAGE	CONTRIBUTING	NON-CONTRIBUTING
4322	1912	1	2	
4324	1914	1	2	
4325-29	1928		1	
4328-36	1929		1	
4331	1908	1	2	
4333	1908	1	2	
4335	Ca 1905	1	2	
4337	1899	1	2	
4341	1899		1	
4342	Ca 1900	1	2	
4343	1899		1	
4346	1907	1	2	
4347	Ca 1890	2	3	
4349-51	1905		1	
4355-57	Ca 1905		1	
4350	1893	1	2	
4400	1916		1	
4417-07	Ca 1895		1	
4402	Ca 1970			1
4406	Ca 1900	1	2	
4410-12	1929	1	2	
4411	1913		1	
4415-19	Ca 1965			1
4416	Ca 1900	1	2	
4420	1899	1	2	
4421-23	1914	1	2	
4424	1898		1	
4427		1	2	
4428	1906	1	2	
4431	1900	1	2	
4432	1898	2	3	
4436	Ca 1900	1	2	
4437	Ca 1900	1		2
4438	Ca 1900	1	1	1
4441	1896	1	2	
4446				1
4447	Ca 1895	1	2	
4450-52	1899		1	
4454	1910		1	
4455	Ca 1970			2

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	<u>DATE</u>	<u>GARAGE</u>	<u>CONTRIBUTING</u>	<u>NON-CONTRIBUTING</u>
HERMITAGE (cont.)				
4500-06	1923		1	
4501-07	1890		1	
4510	1897	1	2	
4511	1921		1	
4512	1897	1	2	
4516	1897	1	2	
4517	Ca 1900	1	2	
4520-24	1927	1	2	
4521	Ca 1900	1	2	
4525	1910	1	2	
4526	1906	1	2	
4529	Ca 1900	1	2	
4530	Ca 1900	1	2	
4533	Ca 1900	1	2	
4536	1901	1	2	
4537	Ca 1895	1	2	
4538	1902	1	2	
4542	Ca 1900	1	2	
4546				
4600-02	1929		1	
4605	Ca 1890	1	2	
4606	1927		1	
4607	1990	1		2
4609	1990	1		2
4608-12	1928		1	
4615	1897	1	2	
4616	1900		1	
4617	1897		1	
4620	1900	1	2	
4621-23	1900	2	3	
4622	1900	1	2	
4625	1908	1	2	
4627	1908	1	2	
4630	1903	1	2	
4633-37				
4634	1924	1	2	1
4636		1	2	
4641	1948	1		2
4642	Ca 1900	1	2	
4646	Ca 1900	1	2	

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	<u>DATE</u>	<u>GARAGE</u>	<u>CONTRIBUTING</u>	<u>NON-CONTRIBUTING</u>
HERMITAGE (cont.)				
4650-52	Ca 1910	1	2	
4651-53	Ca 1900		1	
4655-57	Ca 1910		1	
4707	Ca 1900		1	
4712	Ca 1900	1	2	
4713	Ca 1885	1	2	
4715-17	1925	1	2	
4716	Ca 1900	1	2	
4722	Ca 1900		1	
4725	1926	1	2	
4727	Ca 1900	1	2	
4730-32	Ca 1970			1
4731	Ca 1900	1	2	
4734	1901	1	2	
4735		1	2	
4737-39	1928		1	
4738	1925		1	
4740	1924	1	2	
4743			1	
4745	1920		1	
4746	1920	1	2	
4747	1925	1	2	
4750	1924	1	2	
HUTCHINSON				
1415-17	1920		1	
1416-24	1925		1	
1421	1909	1	2	
1425	1910	1	2	
1426	1908	1	2	
1427	1924	1	2	
1428	1913	1	2	
1431	1915	1	2	
1432	1903	1	2	
1433	Ca 1915	1	2	
1434	1915	1	2	
1437	1904	1	2	
1438	1906	1	2	
1439	1910	1	2	
1440	Ca 1910		1	

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	<u>DATE</u>	<u>GARAGE</u>	<u>CONTRIBUTING</u>	<u>NON-CONTRIBUTING</u>
HUTCHINSON (cont.)				
1443	1913	1	2	
1444	1904	1	2	
1445	1906	1	2	
1448	1910	1	2	
1447	Ca 1915		1	
1450	1911	1	2	
1451	1906	1	2	
1454	1906	1	2	
1455	1908	1	2	
1456	1904		1	
1457	Ca 1910	1	2	
1458	Ca 1910	1	2	
1461	1913		1	
1462	Ca 1905	1	2	
1463	1909		1	
1466	1962			1
1470	Ca 1915	1	2	
IRVING PARK				
1338-46			1	
1400-02	1907		1	
1410-12	1907	2	3	
1420-22	1893	1	2	
1432	1896		1	
1436	1896	1	2	
1440-42	1913	1	2	
1446	1899	1	2	
1448-52	1908	2	3	
1456	1895	2	3	
1460-62	1901	1	2	
1466-68	1912		1	
1476			1	
1532	1909		1	
1612-14	1923		1	
1642-58			1	
1700-14	1922		1	
1730			1	
1736		1	2	
1742-58	1919		1	

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		<u>DATE</u>	<u>GARAGE</u>	<u>CONTRIBUTING</u>	<u>NON-CONTRIBUTING</u>
LAWRENCE	1501-11	1913		1	
	1601-09	Ca 1905		1	
	1611-15				1
	1619	1904	1	2	
	1625-29	1915		1	
LELAND	1505-11	Ca 1930		1	
	1521	Ca 1900		1	
	1527	Ca 1900	1	2	
	1531	Ca 1900		1	
	1533-35	1895		1	
	1614-16	Ca 1900	1	1	1
	1620	1902		1	
	1623-25	1925	1	2	
	1631-33			1	
	1705	1924	1	2	
	1713-15	1893		1	
	1714-16	1896		1	
	1719	Ca 1900		1	
	1720-22	Ca 1890		1	
	1721	Ca 1900		1	
	1726-32	1905		1	
	1747-57	1962			1
	1756-58	1898	1	2	
MONTROSE	1434	1939		1	
	1436	1894		1	
	1440	Ca 1905		1	
	1441-45	Ca 1920		1	
	1444	1924		1	
	1447-51	Ca 1925		1	
	1448			1	
	1452-70	1922			1
	1461-67	Ca 1895		1	
	1501-09	Ca 1980			1
	1510	1906		1	
	1511	1904		1	
	1514	1906		1	
	1515	1904		1	

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MONTROSE (cont.)		<u>DATE</u>	<u>GARAGE</u>	<u>CONTRIBUTING</u>	<u>NON-CONTRIBUTING</u>
	1518-30	1916		1	
	1600-10	1917		1	
	1601-15	1917		1	
	1612-28	1925		1	
	1619-25				1
	1627-39	Ca 1920		1	
	1634-38			1	
	1718	1897	1	2	
	1719-23	Ca 1890		1	
	1754	Ca 1920		1	
	1756-58	1893		1	
PAULINA					
	4002-12	1932		1	
	4015	Ca 1908	1	2	
	4017	Ca 1908	1	2	
	4018	Ca 1908	1	2	
	4022	Ca 1900	1	2	
	4023	Ca 1900	1	2	
	4026	Ca 1900	1		2
	4027	1900	1	2	
	4028-30	1926		1	
	4031		1	2	
	4037	1905	1	2	
	4040	1980	1	1	2
	4041	1909	1	2	
	4043	1909	1	2	
	4044	1960			1
	4046	1909	1	2	
	4047	Ca 1900	1	2	
	4050	1894		1	
	4052	1894		1	
	4054-64	1926		1	
	4101	1902	1	2	
	4105	1902	1	2	
	4106	Ca 1900	1	2	
	4107	1902		1	
	4109	1902	1	2	
	4110	1908	1	2	
	4113	1902	1	2	



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PAULINA (cont.)	DATE	GARAGE	CONTRIBUTING	NON-CONTRIBUTING
4114	1908	1	2	
4115	1911	1	2	
4116	1906	1	2	
4117	1907	1	2	
4120	1910	1	2	
4123	Ca 1900	1	2	
4124	1911	1	2	
4126	1918	1	2	
4127	Ca 1900	1	2	
4130	Ca 1960	1		2
4133	Ca 1900	1	2	
4136	1895	1	2	
4137	1896	1	2	
4140	1907	1	2	
4141	1911		1	
4144	1909	1	2	
4147	Ca 1905	2	3	
4150	Ca 1900	1	2	
4155				1
4156	Ca 1900	1	2	
4157	Ca 1900		1	
4207-05	Ca 1965			1
4211-23	1927		1	
4216	Ca 1915	1	2	
4220	1917	1	2	
4225-33	1928		1	
4224	Ca 1900	1	2	
4228	1901	1	2	
4234	Ca 1895	1	2	
4237	Ca 1900	1	2	
4238	Ca 1900	1	2	
4241	1908		1	
4242-58	1923	1	2	
4249	Ca 1885	1	2	
4251	Ca 1885	2	3	
4301	1927		1	
4307	Ca 1925	1	2	
4309-13	Ca 1920		1	
4317	Ca 1890	1	2	
4323	Ca 1900	1	2	

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PAULINA (cont.)	DATE	GARAGE	CONTRIBUTING	NON-CONTRIBUTING
4327	Ca 1960	1		2
4331	Ca 1895	1	2	
4333	Ca 1895	1	2	
4337	Ca 1895	1	2	
4339	Ca 1900		1	
4324-48	1912		1	
4345	Ca 1900	1	2	
4349	Ca 1900		1	
4351	1927		1	
4355	1893		1	
4400-06	1905		1	
4401-13	Ca 1905		1	
4410-14	Ca 1920	2	3	
4415	1908	1	2	
4417		1	2	
4418	1900	1	2	
4420	1900	1	2	
4421-23	1911	1	2	
4424	1907	1	2	
4427	1990			1
4428	1897	1	2	
4431-33	1908	1	2	
4432	1897		1	
4435-37	1908	1	2	
4436	1898	1	2	
4444-56	1917		1	
4445-47	1923		1	
4451-57	1905		1	
4500-06	1895		1	
4501-09			1	
4502-04	1895		1	
4507-09	Ca 1910		1	
4510-18	Ca 1922		1	
4513	1897	1	2	
4517	1907	1	2	
4519-27	1925		1	
4520-24	Ca 1970			1
4530	1988	1		2
4531-37			1	
4532	1988	1		2

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PAULINA (cont.)	<u>DATE</u>	<u>GARAGE</u>	<u>CONTRIBUTING</u>	<u>NON-CONTRIBUTING</u>
4534	1988	1		2
4536	1988	1		2
4540	1988	1		2
4541	Ca 1900		1	
4542	1988	1		2
4544	1988	1		2
4545	1897		1	
4546	1988	1		2
4547	Ca 1900	1	2	
4548	1988	1		2
4550	1988	1		2
4554	1988	1		2
4555	Ca 1920		1	
4602-06	1911	1	2	
4601-07	1926		1	
4613-19	1925		1	
4610	1910	1	2	
4612-14	1927		1	
4616-22	1971			1
4621-23	Ca 1960			1
4624-28	1971			1
4625-27	Ca 1900		1	
4630	Ca 1900	1	2	
4631	1927		1	
4635-37	1907	2	3	
4636	1903	1	2	
4640	Ca 1960			1
4641	1928		1	
4644-46	Ca 1924	1	2	
4645	1896		1	
4648-50	Ca 1924		1	
4647	Ca 1890		1	
4651	1898	1	2	
4700-02	Ca 1889	1	2	
4703	Ca 1900		1	
4706	1912		1	
4707	Ca 1960			1
4710-12	1927	1	2	
4711-13	1915	1	2	
4716	Ca 1915	1	2	

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	<u>DATE</u>	<u>GARAGE</u>	<u>CONTRIBUTING</u>	<u>NON-CONTRIBUTING</u>
PAULINA (cont.)				
4717	Ca 1900		1	
4718	Ca 1900	1	2	
4721-23	Ca 1890	1	2	
4722	1901	1	2	
4725-41	1924		1	
4726-28	1924	1	2	
4732	Ca 1912	1	2	
4736	1902	1	2	
4740	Ca 1900		1	
4743	1903	1	2	
4744-46	1966			1
4747	Ca 1905	1	2	
4750-52	Ca 1912	2	3	
4751-53	1915	1	2	
4757-59	Ca 1915		1	
PENSACOLA				
1433-35	1946			1
1436	1927		1	
1438	1927	1	2	
1442	1900		1	
1443	1900		1	
1444		1	2	
1445	1902	1	2	
1448	1900	1	2	
1449	1902	1	2	
1451		1	2	
1452	1902	1	2	
1454	1901	1	2	
1453-55	1911	1	2	
1456		1	2	
1457		1	2	
1460	1898	1	2	
1461		1	2	
1463		1	2	
1464	1904		1	
1468			1	
1467-69	1921	1	2	

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		<u>DATE</u>	<u>GARAGE</u>	<u>CONTRIBUTING</u>	<u>NON-CONTRIBUTING</u>
RAVENSWOOD	4001-07	1914		1	
	4009-25	1412/16		1	
	4039	1914		1	
	4043	Ca 1922		1	
	4045-59	Ca 1920		1	
	4101-21	1903/new			1
	4129	Ca 1911		1	
	4131-45	1911		1	
	4147-49	Ca 1920		1	
	4201-19	1910		1	
	4231-57	1954/67			1
	4339-41	1915		1	
	4311-13	1921		1	
	4315-23	Ca 1925		1	
	4325-33	Ca 1918		1	
	4335-43	1909		1	
	4347-57	1913		1	
SOUTHPORT	4004-04	1907		1	
	4001-09	1915		1	
	4006	Ca 1915		1	
	4008	1910		1	
	4013-35	1915		1	
	4039	Ca 1920		1	
	4043-59	1914		1	
SUNNYSIDE	1453	Ca 1900		1	
	1455	Ca 1900		1	
	1457	1905		1	
	1459	1905		1	
	1463	1901		1	
	1465	1901		1	
	1500	1904		1	
	1502	1904		1	
	1506	1904		1	
	1501-09	1923		1	
	1508	1904		1	
	1512	1904		1	
	1513-15	1895		1	

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	<u>DATE</u>	<u>GARAGE</u>	<u>CONTRIBUTING</u>	<u>NON-CONTRIBUTING</u>
SUNNYSIDE (cont.)				
1514	1904		1	
1518-22	Ca 1905		1	
1519-21	Ca 1920	1	2	
1601-11	1963			1
1606-14	Ca 1924		1	
1619-23	Ca 1905		1	
1620	1897	1	2	
1622	1898		1	
1625-33	1905		1	
1626	Ca 1900		1	
1630-32	1898		1	
1700-10	1895		1	
1712-14	Ca 1895		1	
1701-13			1	
1724	1970	1		2
1753				
1756-58	1908	1	2	
1757-59	Ca 1910			1
1763-65				
WARNER				
1400-02	Ca 1915	1	2	
1406-08	1924	1	2	
1407	1912	1	2	
1409	Ca 1912	1	2	
1412	1899		1	
1413	Ca 1912	1	2	
1415-19	1895	1	2	
1416	Ca 1900	1	2	
1420	1914	1	2	
1421-23	1911	1	2	
1424	1907	1	2	
1426-28	1896	1	2	
1427-29	Ca 1920	1	2	
1430	1914		1	
1431	1905	1	2	
1432	1915	1	2	
1433	1905		1	
1434-36	1916	1	2	
1437	1909		1	

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	<u>DATE</u>	<u>GARAGE</u>	<u>CONTRIBUTING</u>	<u>NON-CONTRIBUTING</u>
WARNER (cont.)				
1441	Ca 1895	1	2	
1445-47	1916		1	
1450	Ca 1900		1	
1451	1927	1	2	
1453	1901	1	2	
1454	1921	1	2	
1455	1899	1	2	
1457	1899	1	2	
1459	1899	1	2	
1460-62	1923	1	2	
1466-70	1897		1	
WILSON				
1443	1896		1	
1447	1896		1	
1449	1896		1	
1453	1896		1	
1455	1900		1	
1501	Ca 1895		1	
1502	1897	1	2	
1505	1896		1	
1506	1897	1	2	
1508	1897	1	2	
1509	1896		1	
1511	1896		1	
1512	1897	1	2	
1514	1897		1	
1515	1896		1	
1518-20	1896	2	3	
1521	1902/N. D.		1	
1522	1895	1	2	
1526	1895	1	2	
1530-32	1902		1	
1601-15	Ca 1920		1	
1600-14	Ca 1918		1	
1618-32	Ca 1915		1	
1619-33	Ca 1920		1	
1712-14	Ca 1910	1	2	
1743	1883		1	
1742-60	Ca 1920			1
1759	1938		1	

**8. Statement of Significance**

Certifying official has considered the significance of this property in relation to other properties:

nationally     statewide     locally

Applicable National Register Criteria     A     B     C     D

Criteria Considerations (Exceptions)     A     B     C     D     E     F     G

Areas of Significance (enter categories from instructions)

Architecture  
Community Planning and Development

Period of Significance

1880-1940  
1880-1940

Significant Dates

N/A

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

Cochran, John  
Crowen, Samuel

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

See continuation sheets

See continuation sheet



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East Ravenswood Historic District

SUMMARY

The East Ravenswood Historic District, comprising the eastern portion of the area currently known as Ravenswood, is significant for both architecture and community planning as an early suburb of Chicago that represents in varied architectural styles and building types a city within a city. It is different from other Chicago historic districts in that it developed early into a self-contained residential community with commercial and industrial areas, in addition to many schools and churches that rendered it stable. With buildings ranging in dates from 1880 to 1940, its history is inextricably tied to that of Chicago from whence it derives its context. The district meets Criterion A, as it is associated with pivotal events and activities in Chicago and the midwest such as the development of transportation, the burgeoning growth following the Great Fire of 1871, the rapid influx of immigrants, the changes to the city caused by the World's Columbian Exposition of 1893, and the growth of industry in the late Nineteenth and early Twentieth centuries. It also meets Criterion C in that its physical setting and building stock are representative of these transitions in the city's history. Through building types and styles, materials, setting, setbacks and scale are manifested the events and activities from which they sprang. The physical scale and character of the neighborhood have endured.

HISTORY

In 1909 Ravenswood was considered "Chicago's beauty spot" by a newspaper reporter who wrote:

"With beautiful shade trees, green lawns, asphalt pavements and handsome homes, churches and schools, with unsurpassed transportation, Ravenswood is now conceded to be the choicest residence section of this great city. With fifteen years real estate valuations have nearly doubled. The growth has been rapid but healthy and permanent in character."

As one of the oldest, if not the oldest suburb of the City of Chicago, Ravenswood was first a speculative subdivision. Development proceeded immediately and at a fairly rapid pace. It

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acquired early a clear identity, becoming an established, but distinct neighborhood of the city by the turn of the century, and a "city within a city" during the first quarter of the 20th century. Unlike most city neighborhoods, it sustained vitality through the war periods. It is primarily a residential community, but one containing a mix of retail, commercial, light industry and many institutions so that people can live, work and socialize in one place. The reasons for its development as a self-contained neighborhood arise from a study of the historic context from which it emerged, revealing much about how a community develops and what gives it the power to endure and remain vital.

The stages of development in Ravenswood relate to a series of historical events and themes. After the establishment of the railroad, industry began to replace much of the truck farming along the Chicago River, and many of the German speaking immigrants who worked there sought a community near their work in which to raise their families. Further catalysts in Ravenswood's development were the Chicago Fire of 1871, the additional rail and road growth of transportation networks and the resulting commerce. The character of the developing community was further shaped by its Swiss and German residents, who insisted on the building of many schools, churches, and other institutions, while prohibiting alcohol and pubs. These themes are strongly manifested in the neighborhood as it exists today.

In 1860 when Graceland Cemetery, five miles north of downtown Chicago, was chartered, the surrounding town of Lake View was still rural. Conrad Sulzer and his family had been the first settlers in what became known as Ravenswood in 1837, when he purchased 100 acres of farmland. Sulzer was a Swiss immigrant, educated in horticulture and botany. Other settlers gradually moved out to the area and established farms around the Sulzer farmstead.

The area was still sparsely populated in 1868, when the Ravenswood Land Company formed to develop the subdivision. The company was comprised of a group of southside (35th & the lake) businessmen who purchased the original 194 acre plot just to the north and west of Graceland Cemetery, contiguous to its northwest corner at Clark and Montrose. This plot was in direct contrast to the bustling city of Chicago, incorporated three decades earlier. The idea behind this speculation was to create a residential retreat outside the city in this pastoral setting. In Chicago, the flat treeless areas

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were developed earliest because trees were difficult to clear fast enough for the burgeoning growth. Also the river location was of utmost importance for transportation and security reasons early on. The north shore with its wooded areas was saved for later development and proved perfect for bucolic residential suburbs. The area of Ravenswood was, in fact, the location of an evergreen forest known as Cedar Lawn, an early name for the area. Graceland Cemetery, on the eastern border, reinforced the suburban character of the area and was a neighborhood attraction with its beautiful landscaping and imposing monuments.

Ravenswood was the first of numerous "pastoral suburban" speculative ventures. According to an 1869 issue of the Chicago Tribune, the development of Ravenswood showed "the desire on the part of the Chicago public to seek suburban residences." Martin Van Allen, secretary of the Ravenswood Land Company, and his family were the first residents of the new suburb of Ravenswood. The Van Allen family had a home on the south side of Chicago, but in order to hold the title to the land, one member of the Land Company had to live on the property. Van Allen and his family agreed to be the ones to live in Ravenswood.

There is speculation as to how the name Ravenswood was chosen for the development in 1868. It was first thought that the community was named after Chief Raven, an Indian who had lived along the wooded region. An area near Ravenswood, called Bowmanville, had served as the home for Chicago area Indians after the government removed them from the lakefront in part of Lincoln Park and near the water works on Michigan Avenue. Another article speculates that it was named for the ravens which lived in the woods. Others claimed that the community was named after early settlers, Mr. Ravens and Mr. Woods. A popular theory is that it was the name of a town, in the East, once lived in by one of the developers. However, local historical Richard Bjorklund believes that the name was probably chosen from the character of "Ravenswood" in Sir Walter Scott's novel The Bride of Lammermoor. Though the true story is apparently buried with the early developers, the name has lived on. One measure of this is its current popularity as a line and stop of the elevated train.

Transportation has always been an important theme in the unfolding history of Ravenswood. The Chicago and Northwestern was established through the area in 1855, which led to early business

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and industrial development. In 1869 when the subdivision was platted, only one person used the railroad to commute to Chicago for work. By 1874, 75 people commuted. According to one early journalist, three trains went each way, every day. The first train was called the Workers train, the second was referred as the Clerks train and the third train was called the Shirks and Shoppers train. These cars ran one-half to one-quarter of an hour apart. By 1910, there were steam cars, the elevated trains and a surface railroad, and these expanded means of transportation brought "as fine a class of people moving into Ravenswood as in any part of Chicago." He also compares Ravenswood to Buena Park, Edgewater and Rogers Park, and concludes that none could bypass Ravenswood in residences, and none could equal the community in transportation facilities.

In 1869 when Ravenswood was platted, the northern boundary of the city was Fullerton Avenue, 3 miles south of Ravenswood. Lakeview had been incorporated in 1865 as a city separate from Chicago. In 1853 a group of businessmen had built Lakeview House, an early inn on the north shore just south of Irving Park Road. The purpose was to attract attention to the area as having potential for residential development. That led to a group funding the construction of a plank road called Evanston Avenue (now Broadway) to substantially improve access between Chicago and Irving Park Road. Evanston was an early settlement, dating from 1836. Gradually by 1870 numerous mansions were built along this road down to Diversey.

The early settlers in what became Ravenswood were Swiss, Germans, Swedes and Luxembourgers, with German speaking people far outnumbering any others. These early settlers built homes and maintained truck farms on their land. The entire north side of what became Chicago was once truck farms, with celery being a major crop. More celery was shipped from Chicago in 1874 than from any other city.

After the initial platting of Ravenswood, several additions were made soon thereafter. B.L. Touhy and Phillip Rogers, J. H. Kedzie and J. F. Keeney all made additions to Ravenswood in 1870. J.L. Stark made an addition in 1871. In 1872, the Clybourne addition became part of Ravenswood along with Frank Taylor's addition. This shows that development in the area did not slow down much even in the immediate shock from the fire.

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Little did the businessmen know that a major catastrophe in the city of Chicago would so affect the growth of their venture. The fire of 1871 served as a watershed for the expansion of Ravenswood. Hordes of people looked toward Ravenswood and the surrounding areas for a place to rebuild their homes and start their lives over again. The reason many chose Ravenswood after the fire was twofold. First, many working-class people, unable to comply with the fireproof construction laws imposed by city government, sought an area where less expensive wood frame housing could be built. Wealthier people were motivated to move outside of Chicago by fear that another fire would occur. Both the working-class and middle-class Chicagoans found homes in Ravenswood. This diversity of economic backgrounds of early homeowners in Ravenswood is still evident as modest frame cottages coexist with grand frame, brick and stone houses throughout the district.

The brickyards along the north branch of the Chicago River drew many German immigrants to the area in the 1870's and 1880's. The fireproof construction laws necessitated the manufacture of many bricks to rebuild the city of Chicago, and masons were needed to lay the brick. As more German-speaking immigrants came to Chicago, they also moved to the north side areas, and as it built up, the truck farms began to disappear. Further additions were made to Ravenswood. In 1874 L. Ingledew made an addition, and in 1878 came the Park addition and the Thomas Lyman addition. There were also at this time many subdivisions of the previous plots.

After the fire, the pressures of new population in the city combined with expanding transit facilities to encourage a rapid extension of Chicago's built-up area. This expansion took place most intensively along transportation lines that radiated from the business district. Ravenswood was part of this northern extension. Its most significant growth took place in the 1880's and 1890's. It was during this time that the streetcar lines, as well as a new service on the Chicago Milwaukee & St. Paul, increased the desirability of the community. With this population explosion, Ravenswood recognized the need for a more efficient sewage system than the existing system of open ditches. They also recognized the need for better support systems, and so annexed to Lakeview Township in 1887. Two years later, in anticipation of the 1893 World's Columbian exposition, large outlying areas surrounding the city were annexed to make Chicago a larger metropolis. So in 1889 Ravenswood, along with all of Lakeview, became part of the city.

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Changes were then very rapid. The annexation led to streetcar service on Montrose, new schools, the Ravenswood branch of the elevated line, expected improvements in streets and sanitation, and the burgeoning of commerce and industry.

COMMERCE AND INDUSTRY

There were no stores or businesses in Ravenswood in the early years of its development. Residents had to depend on the grocery and meat wagons for food that they didn't grow, and shop in Chicago for other goods. In 1874, the first general store opened, and a business district developed on East and West Ravenswood avenues covering about two blocks around Wilson Avenue on either side of the railroad tracks. By 1900, Ravenswood Avenue was the "main street" of the community. This business district gave way to the development of the industrial corridor. The development proceeded in three waves; the first following the establishment of the Chicago and Northwestern in 1855, the second following the extension of the "El" into Ravenswood in 1901, and the third beginning with the close of World War I in 1918.

The first wave served to identify the Railroad/Ravenswood Avenue corridor as commercial/light manufacturing. From the beginning, industry here was considered "inoffensive" and not detrimental to the residential community. The business/commercial center that grew up along the corridor in the latter part of the 19th century gave way to light manufacturing beginning in the 1890's. The accessible transportation for goods, and the inexpensive land along the tracks facilitated this growth. There was also a ready labor pool present in the area due to two factors - Germans who had worked in the now-exhausted brickyards along the river, and displaced farm workers from the truck farms which were closing due to urbanization. Transportation advances were giving rise to farm competition from the West. The growth of these manufacturing plants led, in turn, to the development of more residential areas, thus promoting the cycle of development.

More people brought increased transportation facilities, and in 1907 the El was extended up along Ravenswood Avenue to a stop at Wilson Avenue. This led to a period of rapid expansion to the industrial corridor. At first, old stores were remodeled for factory use, and then as industries expanded, the old structures

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were razed to make way for more modern factory facilities. There are 11 buildings extant in the historic district portion of the corridor representing the period of development from 1907-1918. Some of these are major early companies that undoubtedly served to establish the corridor, such as Boye Needle Company, 1908; Manz Engraving, 1914; Deagan; 1910; Pacific Flush Tank, 1915; and Union Linen Supply from 1911. Of these, Boye Needle Company and Union Linen Supply are still in at the same locations.

Light manufacturing seems to have continued somewhat through World War I then picked up with renewed intensity at the close of the war. Along with a general business and residential boom, this led to the maturation of Ravenswood. The industrial boom was best expressed in 1922 by a "Made in Ravenswood" exposition that highlighted items manufactured in the neighborhood. An article about it in the Chicago Daily News at the time reports.

"Ravenswood is in fact a city within a city, and is preparing to demonstrate it. Within her borders are two major business districts and a half a dozen lesser ones and nearly 100 factories employing thousands of workers...Wallpaper, picture postcards, color plates, rebuilt typewriters, automatic pencils, needles, nameplates, scientific instruments, musical bells, packing, electrical supplies and radio equipment are among the principal products".

Five industrial buildings representing this boom from 1918 through the mid-1920's still exist in the district. These include Dartnell Publishing, 1920 and General Instrument Corporation, 1916/1923. Dartnell Publishing continues today in the same building. There are no buildings dating from the late 1920's until after World War II, though apparently many of the existing companies stayed in business through those years. An excellent example of the regenerating development cycle of the neighborhood is expressed in this incident related from Chicago, the Great Central Market, in 1923:

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"High class factories are now occupying buildings along each side of the tracks and the number is increasing each year. At least one of these plants chose its present location as a result of a vote taken among the employees who were asked to decide where the new factory should be located. The votes showed that the majority favored Ravenswood and the directors of the corporation acted accordingly. This novel method of providing for the contentment of employees, who are able to walk to their work from their pleasant homes, is working out well. Factories are now plentiful all the way from Clybourn station to Ravenswood, about three and one-half miles."

Three of the major companies, from different development phases, shed further light on this aspect of Ravenswood's history. The Boye Needle Company, originally founded in 1905 by John L. Flannery, was located on Wabash Avenue between Randolph and Washington Streets. That building was destroyed by fire in 1908, and a year later the company relocated to a new building at 4335 North Ravenswood. This is a three story building of masonry and reinforced concrete, in a simple design with some corbeled and decorative brick. By 1918, they employed 150 people in the manufacture of sewing machine supplies, hardware and dry goods novelties. They also occupied an adjacent building dating from 1913, where they continue business today. The original building is nearly intact, while the 1913 building had some windows bricked in.

Manz Engraving was founded by Jacob Manz, a wood engraver, in 1867. They also originally occupied a building in the loop, which was destroyed by the fire of 1871. They moved to Ravenswood in 1908, occupying the existing building at 4001 North Ravenswood in 1914. The company is credited with introducing the zinc process and the system of making halftones to the engraving industry. By 1922, they employed 500-600 people. The building is a handsome, dark brick structure of four floors with an imposing tower rising above.



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The Deagan Unicut building, another handsome structure, of five stories with an imposing tower, was built in 1910 at 4201 Ravenswood to house J.C. Deagan, Inc. This architecturally significant structure is of red brick with classical detailing in limestone and terra cotta. Deagan manufactured musical instruments for bands, musical bells and the "Una-fon" musical keyboard that was used in skating rinks, theatres and the Ringling Brothers Circus. They also made tower, clock and cathedral chimes. In fact, Chicago at this time led the world in the production of musical instruments.

Virtually all of the buildings in the industrial corridor are still in use in a light manufacturing or business manner. This collection of buildings as a whole illustrates an important part of Ravenswood's history. While not designed by famous architects, the buildings present a living laboratory of both the development of an industrial corridor, and the design of light industrial buildings from 1909-1925 in a primarily German neighborhood of the American midwest. The particularly fine masonry work and the use of brick to articulate openings, piers, cornices and other building features is typical of the German masons who lives and worked in this area.

During the 1890's another small business center developed in Ravenswood at the intersection of Irving Park, Lincoln and Damen. This area came to be known as North Center and is the name still used for that part of Ravenswood. While that center is not in the historic district, the commercial area grew east along Irving Park to Clark Street within the district, and has continued as commercial.

RESIDENTIAL DEVELOPMENT

From 1869 when the subdivision was platted, Ravenswood was intended to be an area of fine single family homes, a neighborhood of beauty and tradition, upholding family values. By 1870, large homes on estate acreage were scattered along the lakefront from what is now Uptown down to Diversey. The early suburban developers, just as now, designed their developments as "mini-estates", taking their inspiration from these pre-existing landscaped estates. The sites were subdivided into 50' lots. Though none of the earliest houses

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or mansions have survived, initially they helped to establish the refined residential character of the north side.

The existing single family residences provide excellent examples of the stylistic evolution of late 19th and early 20th century domestic vernacular architecture. They range from primarily 1880 to 1920. The earlier homes from the 1880's such as 4307 N. Hermitage, are variations on the farmhouse upright and wing, with Italianate details. These early urban houses all have gables perpendicular to the street. The simplest from this era are versions of the Chicago cottage, with proportions similar to Greek Revival homes, with various types of ornamentation tacked on. From these simpler forms, the styles evolve to those of Queen Anne or Victorian influence. The popular success of Queen Anne in America dated from the Philadelphia Centennial Exposition of 1876 where the English pavilions were enthusiastically received. By 1876, Queen Anne design had moved into a phase called "free classic" a more exuberant interpretation combining elements from many revival styles. These forces all combine to create the ubiquitous Queen Anne found not only in cities throughout the U.S., but in suburbs and the countryside as well, through the turn of the 20th century. In feeling, it presented a renewed interest in the Picturesque, while evoking a period of the past that was just distant enough to appear rosy in the eyes of an America that had lost so much confidence in the future during the financial panic of 1873. The most dominant features of the Queen Anne, irregularity of massing and plan and variety of texture and colors, appear in all the Ravenswood examples of this style. One "transitional" home, 4234 N. Paulina, combines the simpler upright and wing form with the elaborate porches, bay windows, trim, and irregular additions of the Queen Ann style. The Queen Annes come in all shapes and sizes, from frame cottages, such as the ones at 4647 and 4323 N. Paulina, to 2 1/2 story greystones, such as 1529 W. Lawrence. Typical are the wood frame irregularly massed 2 1/2 story with a tower, such as 4722 N. Paulina and 4223 N. Hermitage. One of the finest is the Abbot House and lab at 4605 N. Hermitage, home of the Abbot family and location of the first Abbot laboratory. These homes date from the late 1890's and the turn-of-the-century. The legacy of the 1893 World's Columbian Exposition was renewed interest in the Classical, which left an indelible print on Chicago architecture for many years. It filtered down to residential buildings as a return to simpler forms, and the application of classical detail to extant forms.

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The depression of the 1890's led to housing reform, the rise of the Arts and Crafts movement, and new household technology that revolutionized concepts of comfort, convenience and order. Architecturally, this expressed itself as simpler forms and less decoration, more inexpensive homes, the aesthetic of sparseness, and a return to symmetry. Also during this time, elements of Frank Lloyd Wright's Prairie School design had begun to turn up in suburban homes. The early 20th century saw the rise of the Four Square and bungalow type house, with new "modern" kitchens. In Ravenswood, an excellent example of a Four Square is 4651 N. Paulina, dating from the turn of the century, and featuring a wraparound classically detailed porch. From about 15 years later at 1700 W. Wilson is a stuccoed Prairie Square. Single family homes during the inter-war period in Ravenswood, as in suburbs across America, most often took the form of bungalows. First flourishing in California, the bungalow tended to carry many of the tenants of the Art and Crafts esthetic with it. Sets of working drawings for bungalows could be bought for little money. A row of wonderful bungalows can be found in Ravenswood in the 4200 block of Greenview, along with a Spanish style house. The best example of a Prairie style house is at 1470 Hutchinson, at the corner of Greenview.

The multi-family buildings in Ravenswood are of several types - the most common being the 2 flat and the 6 flat. These date from the 1890's and continued to be built until the late 1920's. The early two flats are often difficult to discern from single family homes. The early six flats also were designed to resemble large homes. The architectural development of multi-family dwellings in Chicago, generally, is that of incorporating elements of suburban single family home architecture. Chicagoans, with traditional values of home and family, were not quick to accept "flats" as a healthy way of life. However, their expedience in a rapidly expanding urban area was not to be denied. By building them to resemble single family homes, a shared architectural vocabulary evolved that provided an important continuity between disparate building types. In Ravenswood, single family homes are intermingled with 2 and 3 flats, 6 flats and even courtyard apartment building on the same streets. Yet all presents visual harmony. Cuyler Street, for example, is a blend of 2 and 3 flats, 6 flats and small single family homes that date from 1895 to 1928. They are built of frame, brick, and stone with many types of stylistic details. This short

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street is, in fact, a textbook of the evolution of these building types. At the east end of the street, two 3 flats from 1895 face each other across the street, one stone and one frame. Both could easily be mistaken for single family homes. Other three flats on the street date from 1905, 1911 and 1926. The 2 flats, of which there are a dozen, range from 1897 to 1928. Nine 6 flats were built between 1897 and 1920. The forms of these buildings remain much the same through the years, with details varying. From the late 1880's they tend to display Victorian details, though the irregular massing, roof lines and complicated porches were not economical on these speculative buildings. Simple symmetrical lines and classical detailing much more effectively lent themselves to multi-unit structures. In an attempt to create symmetry along with efficiency of plan, two and three flats were often built in pairs, as mirror images of each other. There are many examples of these pairs throughout the historic district. In the case of four and six flats, the pairs were actually joined together. Virtually all of the four and six flats are of this symmetrical type until the 1920's, when rampant eclecticism allowed for tacking on many different types of design details, from Tudor to Renaissance and even more exotic. From 1900 to 1915, the Classical vocabulary reigned, giving way to the simpler arts and crafts styles with the ubiquitous sun porch. Every multi-family building in the district from 1915 to 1922 features enclosed sun porches. This era, and on through the 1920's, also produced a visual riot in brick designs. Until the turn-of-the-century, brick produced by Chicago's brickyards, was uniformly red and flat textured. As the technology here became more sophisticated and designers of buildings demanded more choice, the manufacturer began to produce bricks varied in size, color and texture. As the designs of buildings became simpler, the variety reflected in bricks became more apparent. No buildings from 1915 through the 1920's use a flat textured red brick. In addition to the qualities of the brick itself, in the hands of the skilled German masons of the north side, many beautiful designs were created by mixing brick of different colors and textures.

Small apartment buildings could easily adapt to the form of single family buildings, with amenities such as sun porches and a single grand entrance. But larger apartment buildings presented problems. One earlier way of handling this was to situate the apartment building on a corner, forming an L shape with open space at the rear. The earliest larger apartment building in Ravenswood is of

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this type, the Lincolnwood Courts building at 2500 N. Paulina. It was built by R. J. Bennett and designed by architect Morrison Vail in 1895. It is a three story building of greystone on the first floor and brown brick above, combining elements of Classical Revival and Queen Anne. The design is dominated by an octagonal corner tower capped with an octagonal roof. A highly decorative and unusual cornice is formed with contrasting brickwork in a diamond pattern. On the first floor, the stone is rusticated in a Renaissance fashion and the entrances are of classical design with pediments and Ionic columns.

The landscaped courtyard, which first came into being around the turn of the century, became the best means of incorporating light air and open space into the larger apartment building. Thus the buildings could maintain the feel, as well as scale, of other neighborhood buildings. The biggest problem in designing large apartment buildings had been how to provide light and air to all apartments in a way that was also not a fire trap or a conduit for noise and pollution. The landscaped courtyard eliminated these problems, provided a green space visible from each apartment and offered greater privacy with separate entrances for a few apartments each.

The courtyard buildings in Ravenswood are all three stories on a raised basement, and most date from the 1920's. Like many such buildings, the fronts facing the courtyard present an undulating facade of bays or swells that break the flat surface. The earliest courtyard building, at 4400-06 Paulina, is the most unusual in the district. Built in 1905, its form is simple, with plain straight lines, and evenly spaced windows in a symmetrical facade. In detail, it is Prairie School influenced, with wide eaves above a curved large stucco cornice featuring brick Prairie style patterned medallions. Below the top row of windows, a belt course further emphasizes the horizontal lines of the design. The round arched entry door has a transom with a Prairie style motif and is covered by a decorative stone pent. This building was designed and built by architect Samuel N. Crowen, a native of Germany. He worked in some of the larger Chicago architectural offices, including Solon Beman, and in 1897 went solo. He designed many apartment buildings on the north side of Chicago, including several in Sheridan Park. From 1910-30 he designed commercial and industrial buildings also, including Willoughby Towers on Michigan Avenue and the A.B. Dick

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Factory building. In 1925 he established S.N. Crowen & Associates, where he continued to work until his death in 1935.

In the 1920's, not all apartment buildings over 6 units were courtyards or half courtyards. There continued to be corridor type buildings, usually with highly decorative, eclectic facades evoking middle eastern or some exotic design. These were usually designed in a T shape, with the long sides of the building drawn in to allow light and air, though not much of a view. This was a style adapted by many of the apartment hotels and kitchenette apartments of the late 1920's and 1930's. Ravenswood has always been a mixed socio-economic community, which contained homes of many sizes, from sumptuous single family homes and large apartments to average sized and efficiency apartments. Since the exterior designs of all these types of buildings share similarities in size and scale, materials and architectural detailing, they all blend together well in the streetscape. One fine example of a corridor type apartment building is 4222 N. Ashland, built in 1929, and designed by Raymond Gregori. It is cream colored brick with terra cotta trim, and employs a Middle Eastern motif. The top floor windows feature cgee arches, and a tiled, low hipped roof completes the design. Raymond Gregori, a Chicago architect for 50 years, was known as the "master of the common corridor" building, designing them throughout the city.

SCHOOLS AND CHURCHES

Education and religion were a primary concern to the settlers of Ravenswood. The quality and number of churches and schools kept people in the community and attracted others to the area. The Ravenswood Land Company played an integral role in the formation of these institutions. The Land company offered a free lot at Montrose and Hermitage to any congregation who would erect an edifice carrying no indebtedness. The Presbyterian Church, to whom it was offered, failed to meet the qualification, as did the Episcopalians who were next in line. The Methodists refused the offer and then finally the Congregational Church succeeded in meeting the specific conditions. They secured the lot, and built the first church in Ravenswood in 1869. It was then the only Protestant church in Lakeview Township.

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Various newspaper articles have referred to Ravenswood as a "City of Churches" because there has always been so many religious groups represented. The extant churches are excellent examples of ecclesiastical architecture ranging in dates from 1883 to 1923 and in styles from Victorian to Gothic, Revival, Baroque and Neoclassical. All Saints Episcopal Church, dating from 1883, is the earliest extant church but was the third church organized in Ravenswood. Located at the southwest corner of Hermitage and Wilson, it is a frame building of stucco and wood built in the Queen Anne stick style popular at the time for residences. With its steep gabled roof lines and half timbering with stucco, it displays both residential scale and detailing. The distinctive bell tower dramatically sets the building off. Perhaps the oldest frame church still in use in Chicago, it was designated a Chicago Landmark in 1982. It was designed by John Cochrane, one of Illinois' best known architects, who designed the Illinois Statehouse in Springfield in 1869. His specialty was public buildings of all types, as he also designed the first Board of Trade in Chicago, the Cook County Hospital and Michael Reese Hospital, as well as other churches.

The second church to be organized in Ravenswood was the Ravenswood Methodist Episcopal Church, in 1872-73. The building built at that time was moved to the northeast corner of Hermitage and Sunnyside, where a new structure was built in 1890. It is a heavy stone structure of Richardsonian Romanesque design, very popular at the time for institutional buildings. It has a very decorative wood interior. While Ravenswood's first church at Montrose and Hermitage was subsequently destroyed, a new church was built there just before the turn-of-the-century. Built of brick and stucco in a Victorian Gothic design, it features wide bracketed eaves and Gothic windows, with wood trim.

In 1913 was built an unusual Spanish Baroque church at the southeast corner of Ashland and Leland. Designed by architects Worthman and Steinbach, Our Lady of Lourdes is an exuberant example of ecclesiastical architecture in yellow brick with stone, copper and tile detailing. It features twin towers and a dome with a copper lantern over the crossing. In 1929, the entire edifice was moved across the street to the southwest corner. Several years later, in 1917, yet another unusual and stylistically divergent church was built in Ravenswood, the Fourteenth Church of Christ Scientist at Paulina and Sunnyside. It was designed by the firm

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of Dumming and Jensen in the Classical Revival style. With low cross gables, the gable facing the street forms a pedimented portico supported by columns. This church was also built of yellow brick with terra cotta ornament.

Each of these churches represents a distinctive style of its time, well crafted and situated only blocks from each other, illustrating the commitment of a community to both its institutions and the quality of their design.

The Ravenswood Land Company also showed its commitment to education, constructing the first school in Ravenswood at its own expense in 1869. This was a one room frame schoolhouse on the corner of Hermitage and Wilson Avenues. It was known as the Sulzer school, and was replaced by the Ravenswood School at the corner of Montrose and Paulina in 1873, a result of a \$75,000 bond issue approved in 1872 creating the Ravenswood School District. This was remodeled in 1887 and subsequently replaced by the new Ravenswood School in 1892-93. This original part of the now expanded building was built of red brick with limestone trim, in a clean, classical design. It is three stories tall, with unusual carved stone trim. It was added to in 1916 with two story wings that are very horizontal in feel, with low hipped roof lines and detailing suggestive of Prairie School design.

The first high school for Lakeview Township was erected in Ravenswood at Irving Park Boulevard and Ashland Avenue in 1874. This was, in fact, the first township high school in Illinois. The site for the building was given to the community by the Graceland Cemetery Company, with the condition that the land be forever used as a school site. The first building burned in 1884, and the present Lakeview Township High School was built on the same location in 1885. It has since been added on to greatly, but its grand arched entrance, crenelated towers and steep pitched gables lend it a collegiate stateliness worthy of a university campus.

At this time, Ravenswood was the educational and religious center for the territory between the lake and the river, Belmont and Rose Hill. It had developed as such, and kept its reputation by continued interest in all aspects of cultural life that rendered it much more than a bedroom community from the beginning. It was strengthened and stabilized by these institutions.



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RELATED DISTRICTS

Ravenswood can be compared to a number of other large mixed districts in early outlying subdivided areas of the city, such as Lakeview, Buena Park and Sheridan Park. These were all part of the burgeoning growth of the city north along the lakefront and included fine residences from the 19th and early 20th centuries.

The Lakeview historic district, much of which was built around the same time as Ravenswood, nevertheless was conceived as urban and remained so. It contains virtually no frame structures, being comprised mostly of masonry row houses with later apartment buildings. Buena Park is a strictly residential area, with the few commercial buildings seen as intrusions. It developed later than Ravenswood, as a natural result of the filling in of the lakefront from development pressures. It does represent excellent examples of the transition of residential building types and styles. Sheridan Park has similarities to Buena Park, developing a bit later still but also representing a residential transition of styles. It is quite homogenous in scale, with excellent examples of apartment buildings. These districts, like Lakeview, are primarily of masonry construction.

Ravenswood is set apart by its early beginnings and subsequent development as a suburban community. Rather than a collection of residential buildings as urban neighborhoods, it was conceived to be an escape from the city, with the large frame homes bearing more resemblance to small towns and more historical reference to country estates. As it grew from its early days, it kept its suburban residential areas, strengthening its institutions and adding its own business and industry, all of which became intrinsic parts of Ravenswood as it has always been known.

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VERBAL BOUNDARY DESCRIPTION

The East Ravenswood Historic District is situated within the city limits of Chicago, about six miles north of the loop business district. Beginning at a point approximately one hundred feet west of the western edge of Southport Street even with the eastern boundary of 1338 Irving Park at the centerline of Irving Park road proceed east along the centerline of Ashland Avenue. Go north approximately 165 feet to the southern boundary of 4010 North Ashland and proceed west to the east boundary of 1612 Irving Park Road, then south to the centerline of Irving Park Rd. Proceed west to the centerline of the alley on the east boundary of 1614 Irving Park, then north approximately 185 feet to the southern boundary of 4015 Paulina and follow that west to the centerline of Paulina Street and then south to the centerline of Irving Park Rd. Proceed west on Irving Park Road to the centerline of East Ravenswood and then north on East Ravenswood to the centerline of Montrose. Proceed East on Montrose approximately 210 feet to the centerline of the alley behind 4401 East Ravenswood, then north on the centerline of the alley to a point approximately 37 feet south of the southern boundary of Sunnyside. Proceed west along the southern boundary of 1763 Sunnyside approximately 75 feet to that property's eastern boundary, then north to the centerline of Sunnyside and west to the centerline of the alley behind 4500 North Ravenswood. From that point proceed north on the centerline of the alley to a point approximately 65 feet south of the southern boundary of Lawrence Avenue. Proceed west along the northern boundary of 4750 Hermitage and continue west across Hermitage following the northern boundaries of the property at 4751 Hermitage, west across the alley and following the northern boundary of 4752 Paulina to the centerline of Paulina. From that point proceed north approximately 100 feet to the centerline of Lawrence Avenue and west along the centerline to the centerline of Ashland. Proceed south along Ashland to the centerline of Leland and then east along the centerline of Leland to a point even with the east boundary of the property at 1505 Leland. Proceed south along that boundary approximately 75 feet to the southern boundary of 1505-11 Leland, then west along that boundary to the centerline of Greenview. Proceed south approximately 55 feet to a point even with the southern boundary of 1521 Leland, and then west along the southern boundaries of the properties at 1521-35 Leland to the west boundary of 1535 Leland. Proceed south following the eastern boundaries of the properties at 4643-15 Ashland approximately 350

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feet to the centerline of the alley at the rear of 1518 Wilson, then proceed east along the centerline of the alley to a point even with the eastern boundary of 1502 Wilson. Proceed south along that boundary to the centerline of Wilson, then east along the centerline of Wilson to the centerline of Clark. Proceed south along the centerline of Clark to the centerline of Sunnyside, then west along the centerline of Sunnyside to the centerline of the alley behind 4456 Clark and south along the centerline of the alley to a point even with the southern boundary of 4450-56 Clark. Proceed east along this boundary to the centerline of Clark, then southeast along the centerline of Clark to the centerline of Montrose, and west along the centerline of Montrose to a point even with the western boundary of 1439 Montrose. Proceed south along this boundary approximately 160 feet to centerline of the alley at the south of 1439 Montrose, then east along the centerline of the alley to the centerline of Clark. Proceed southeast along the centerline of Clark to the centerline of Southport, then south along the centerline of Southport to the centerline of Warner and west along the centerline of Southport to a point even with the western boundary of 1401 Warner. Proceed south along this boundary to the centerline of the alley at the rear of 1401 Warner, then east along the centerline of the alley to the centerline of Southport. Proceed south along the centerline of Southport to the centerline of Belle Plaine, then northeast along the centerline of Belle Plaine approximately 125 feet to a point even with the eastern boundary of 4057 Southport. Proceed south along the eastern boundaries of the properties at 4001-4057 Southport to the centerline of Irving Park Road.

BOUNDARY JUSTIFICATION

The East Ravenswood Historic District is a cohesive collection of late 19th and early 20th century history properties that represents the development of an early suburb of Chicago into a self-contained neighborhood of the city. The north portion of the district, from Montrose to Lawrence, comprises most of the original 1868 subdivision plot. The southern portion, from Montrose to Irving Park, is comprised mostly of early additions. The original and early subdivision maps were used as a base, and compared with the existing building stock as it represents historic themes. A review of integrity, condition of buildings and visual cohesion determined the final boundaries. East Ravenswood Street was chosen as the

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western boundary since the area to the east is generally older and more significant, and retains better integrity. To the west, visual cohesion and integrity drop off.

UTM References

E 444630 4646070	F 444630 4645990
E N	E N
G 444790 4645930	H 445020 4644720
E N	E N
I 444170 4644720	J 444160 4645520
E N	E N
J 444160 4645520	K 444230 4645520
E N	E N
L 444220 4646250	M 444410 4646310
E N	E N

**9. Major Bibliographical References**

See continuation sheets

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # \_\_\_\_\_
- recorded by Historic American Engineering Record # \_\_\_\_\_

See continuation sheet

Primary location of additional data:

- State historic preservation office
- Other State agency
- Federal agency
- Local government
- University
- Other

Specify repository: \_\_\_\_\_

**10. Geographical Data**

Acreege of property Approximately 247

UTM References

A 1,6 | 4,4,4,5,5,0 | 4,6,4,6,3,1,0  
 Zone Easting Northing

C 1,6 | 4,4,4,7,2,0 | 4,6,4,6,1,2,0

B 1,6 | 4,4,4,5,5,0 | 4,6,4,6,1,2,0  
 Zone Easting Northing

D 1,6 | 4,4,4,7,2,0 | 4,6,4,6,0,7,0

See continuation sheet

Verbal Boundary Description

See continuation sheet

Boundary Justification

See continuation sheet

**11. Form Prepared By**

name/title Susan Baldwin, Consultant date September 7, 1990  
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 street & number 2800 N. Lake Shore Drive, #2604 city or town Chicago state Illinois zip code 60657







EAST RAVENSWOOD HISTORIC DISTRICT  
 CHICAGO, ILLINOIS

NORTHERN HALF

LEGEND

- CONTRIBUTING STRUCTURE
- NON-CONTRIBUTING STRUCTURE

ARKANSAS, WHITE COUNTY, Paschall House, Jct. of N. Oak and E. Center Sts., Searcy, 9/05/91, 91001203 (White County MPS)

ARKANSAS, WHITE COUNTY, Palman House, Jct. of Mountain and Jackson Sts., Pangburn, 9/05/91, 91001292 (White County MPS)

ARKANSAS, WHITE COUNTY, Pemberton House, 601 N. Cypress St., Beebe, 9/05/91, 91001255 (White County MPS)

ARKANSAS, WHITE COUNTY, Powell Clothing Store, 201 N. Main St., Beebe, 9/05/91, 91001249 (White County MPS)

ARKANSAS, WHITE COUNTY, Roberson House, Jct. of 2nd and Dandridge Sts., Kensett, 9/05/91, 91001221 (White County MPS)

ARKANSAS, WHITE COUNTY, Rodgers, Porter, Sr., House, Jct. of N. Dak and E. Race Sts., Searcy, 9/05/91, 91001230 (White County MPS)

ARKANSAS, WHITE COUNTY, Roper House, Hill Street, McRae, 9/05/91, 91001346 (White County MPS)

ARKANSAS, WHITE COUNTY, Searcy City Hall, Jct. of Gum and Race Sts., Searcy, 9/05/91, 91001227 (White County MPS)

ARKANSAS, WHITE COUNTY, Sellers House, 702 W. Center St., Beebe, 9/05/91, 91001261 (White County MPS)

ARKANSAS, WHITE COUNTY, Shue House, 108 Holly St., Beebe, 9/05/91, 91001257 (White County MPS)

ARKANSAS, WHITE COUNTY, Shutter, John House, Jct. of Austin and Main Sts., Pangburn, 9/05/91, 91001299 (White County MPS)

ARKANSAS, WHITE COUNTY, Smith House, 607 W. Arch Ave., Searcy, 9/05/91, 91001218 (White County MPS)

ARKANSAS, WHITE COUNTY, Smith, A. J., House, AR 365, Griffithville, 9/05/91, 91001223 (White County MPS)

ARKANSAS, WHITE COUNTY, Snipes, Dr. Emmett, House, Jct. of E. Market and N. Locust Sts., Searcy, 9/05/91, 91001243 (White County MPS)

ARKANSAS, WHITE COUNTY, Slaggs-Huffaker Building, Jct. of N. main and W. Illinois Sts., Beebe, 9/05/91, 91001250 (White County MPS)

ARKANSAS, WHITE COUNTY, Titus House, 406 E. Center St., Searcy, 9/05/91, 91001240 (White County MPS)

ARKANSAS, WHITE COUNTY, Van Meter, R. L., House, Jct. of Wade and 14th Sts., Judsonia, 9/05/91, 91001233 (White County MPS)

ARKANSAS, WHITE COUNTY, Ward-Stout House, Jct. of Front and Walnut Sts., Bradford, 9/05/91, 91001313 (White County MPS)

ARKANSAS, WHITE COUNTY, Watkins House, 1206 E. Race St., Searcy, 9/05/91, 91001182 (White County MPS)

ARKANSAS, WHITE COUNTY, Watkins, Tom, House, Jct. of Dak and Race Sts., Searcy, 9/05/91, 91001183 (White County MPS)

ARKANSAS, WHITE COUNTY, Weber House, Elm St., Russell, 9/05/91, 91001272 (White County MPS)

ARKANSAS, WHITE COUNTY, Wilburn House, 707 E. Race St., Searcy, 9/05/91, 91001177 (White County MPS)

ARKANSAS, WHITE COUNTY, Woodson, Arthur W., House, 1005 W. Arch Ave., Searcy, 9/05/91, 91001211 (White County MPS)

ARKANSAS, WHITE COUNTY, Woodson, Dalton, House, 1007 W. Arch Ave., Searcy, 9/05/91, 91001212 (White County MPS)

ARKANSAS, WHITE COUNTY, Wright, Avaneil, House, Jct. of main and Pine Sts., Pangburn, 9/05/91, 91001291 (White County MPS)

ARKANSAS, WHITE COUNTY, Wright, Jim, Farmstead Historic District, AR 258 E of Jct. with AR 323, Bald Knob vicinity, 9/05/91, 91001284 (White County MPS)

CALIFORNIA, HUMBOLDT COUNTY, Trinidad Head Light Station, Trinidad Head, Trinidad vicinity, 9/03/91, 91001098 (Light Stations of California MPS)

CALIFORNIA, MARIN COUNTY, Point Bonita Light Station, Point Bonita, Sausalito, 9/03/91, 91001099 (Light Stations of California MPS)

CALIFORNIA, MARIN COUNTY, Point Reyes Light Station, Point Reyes National Seashore, Point Reyes vicinity, 9/03/91, 91001100 (Light Stations of California MPS)

CALIFORNIA, MENDOCINO COUNTY, Point Cabrillo Light Station, 45300 Lighthouse Rd., Caspar vicinity, 9/03/91, 91001092 (Light Stations of California MPS)

CALIFORNIA, MONTEREY COUNTY, Point Sur Light Station, Morro Rock on Point Sur, 0.5 mi. W of CA 1, Big Sur vicinity, 9/03/91, 91001097 (Light Stations of California MPS)

CALIFORNIA, SAN FRANCISCO COUNTY, Yerba Buena Island Lighthouse, Yerba Buena Island, San Francisco vicinity, 9/03/91, 91001096 (Light Stations of California MPS)

CALIFORNIA, SAN LUIS OBISPO COUNTY, Piedras Blancas Light Station, CA 1 on Point Piedras Blancas, San Simeon vicinity, 9/03/91, 91001095 (Light Stations of California MPS)

CALIFORNIA, SAN LUIS OBISPO COUNTY, San Luis Obispo Light Station, Point San Luis, Avila Beach vicinity, 9/03/91, 91001093 (Light Stations of California MPS)

CALIFORNIA, SAN MATEO COUNTY, Point Montara Light Station, Jct. of 16th St. and CA 1, Montara vicinity, 9/03/91, 91001094 (Light Stations of California MPS)

CALIFORNIA, VENTURA COUNTY, Anacapa Island Light Station, Anacapa Island, Channel Islands National Park, Oxnard vicinity, 9/03/91, 91001101 (Light Stations of California MPS)

CONNECTICUT, NEW LONDON COUNTY, Lamb Homestead, 47 Lambtown Rd., Ledyard, 9/03/91, 91001175

FLORIDA, JEFFERSON COUNTY, Lloyd Historic District, Roughly, Main St. N of Bond St. and Bond E of Main, Lloyd, 9/05/91, 91001374

GEORGIA, COLETHORPE COUNTY, Watson Mill Covered Bridge and Mill Historic District, Along S. Fork Broad R., Watson Mill State Park, Comer vicinity, 9/05/91, 91001147

ILLINOIS, COOK COUNTY, East Ravenswood Historic District, Roughly bounded by Lawrence Ave., Clark St., Irving Park Rd. and Ravenswood St., Chicago, 9/03/91, 91001364

IOWA, HENRY COUNTY, Budde-Singer Building, 110 W. Main, Mount Pleasant, 9/06/91, 91001112 (Mount Pleasant MPS)

IOWA, HENRY COUNTY, City Hall, 220 W. Monroe, Mount Pleasant, 9/06/91, 91001120 (Mount Pleasant MPS)

IOWA, HENRY COUNTY, First National Bank, 101 S. Jefferson, Mount Pleasant, 9/06/91, 91001118 (Mount Pleasant MPS)

IOWA, HENRY COUNTY, Henry County Savings Bank, 100 S. Main, Mount Pleasant, 9/06/91, 91001116 (Mount Pleasant MPS)

IOWA, HENRY COUNTY, Louisa Building, 120 S. Main, Mount Pleasant, 9/06/91, 91001117 (Mount Pleasant MPS)

IOWA, HENRY COUNTY, Masonic Temple Theater, 115 N. Main, Mount Pleasant, 9/06/91, 91001119 (Mount Pleasant MPS)

IOWA, HENRY COUNTY, Masters Building, 221 W. Monroe, Mount Pleasant, 9/06/91, 91001121 (Mount Pleasant MPS)

IOWA, HENRY COUNTY, Mccandless Building, 115 W. Monroe, Mount Pleasant, 9/06/91, 91001111 (Mount Pleasant MPS)

IOWA, HENRY COUNTY, National State Bank, 101 W. Monroe, Mount Pleasant, 9/06/91, 91001115 (Mount Pleasant MPS)

IOWA, HENRY COUNTY, Timmerman-Burd Building, 118 S. Main, Mount Pleasant, 9/06/91, 91001113 (Mount Pleasant MPS)

IOWA, HENRY COUNTY, Union Block, 109--113 W. Monroe, Mount Pleasant, 9/06/91, 91001110 (Mount Pleasant MPS)

IOWA, HENRY COUNTY, Zuhn Building, 201 E. Monroe, Mount Pleasant, 9/06/91, 91001114 (Mount Pleasant MPS)

KANSAS, ROOKS COUNTY, Thomas Barn, NE of Woodston, near Osborne Co. line, Woodston vicinity, 9/06/91, 91001104

MASSACHUSETTS, ESSEX COUNTY, Nahant Civic Historic District, 332 and 334 Nahant Rd. and 15 Pleasant St., Nahant, 9/03/91, 91001174

MISSOURI, ST. LOUIS INDEPENDENT CITY, Fulton Bag Company Building, 612--616 S. Seventh St., St. Louis (Independent City), 9/05/91, 91001372

MONTANA, RAVALLI COUNTY, First Baptist Church, 402 Church, Stevensville, 9/03/91, 91000737 (Stevensville MPS)